



US Army Corps
of Engineers®
New York District

Arthur Kill Channel Howland Hook Marine Terminal, NY & NJ (45 Ft Project) Navigation Project

FACT SHEET

DESCRIPTION: The study provides for a PED effort for the deepening of the Arthur Kill Channel from 41 feet to 45 feet from its confluence with the Kill Van Kull Channel to the Howland Hook Marine Terminal in Staten Island, New York. The study sponsor is the Port Authority of New York and New Jersey.

AUTHORIZATION: The project was authorized by the Water Resources Development Act of 1996, Section 301(b)(11), subject to the completion of a favorable report finding that such work is technically sound, environmentally acceptable, and economically feasible.

STATUS: A revised draft Project Management Plan (PMP) for the investigation of the deepening of the Arthur Kill Channel to 45 feet was completed in April 1999, and was circulated for in-house and sponsor review. However, based on the preliminary findings of the New York Harbor feasibility study in June 1999, which found that the deepening of the Arthur Kill to 45 feet from the Howland Hook Terminal to the oil facilities in the Gulfport Reach is not economically justified, and further coordination with the Port Authority, the PMP scope, costs and schedule were revised based on the preparation of a Limited Reevaluation Report (LRR) for the deepening of the Arthur Kill from 41 to 45 feet from the confluence with KVK to Howland Hook Terminal only, with the elimination of the oil reach to 45 feet. The Port Authority of New York and New Jersey has agreed to cost share in the pre-construction, engineering and design (PED) effort for the 45-foot study by letter dated January 22, 1998. The revised scope, schedule and cost of the PED effort was completed and provided to the sponsor for their review on 10 Dec 1999. Final coordinated PMP completed and approved by Corps and sponsor on 14 March 00. Negotiation of the Design Cost-Sharing Agreement with the Port Authority has been deferred. The initiation of the LRR for the PED effort is dependent on the submission of the Design Agreement package to HQ and execution of the Design Agreement, which is deferred pending sponsor decision to proceed with the 45-foot PED effort.

PROJECT COST:

Estimated Federal Cost	\$1,485,000
Estimated Non-Federal Cost	\$ 495,000
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Total	\$1,980,000

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